

HAY'S LEAGUER

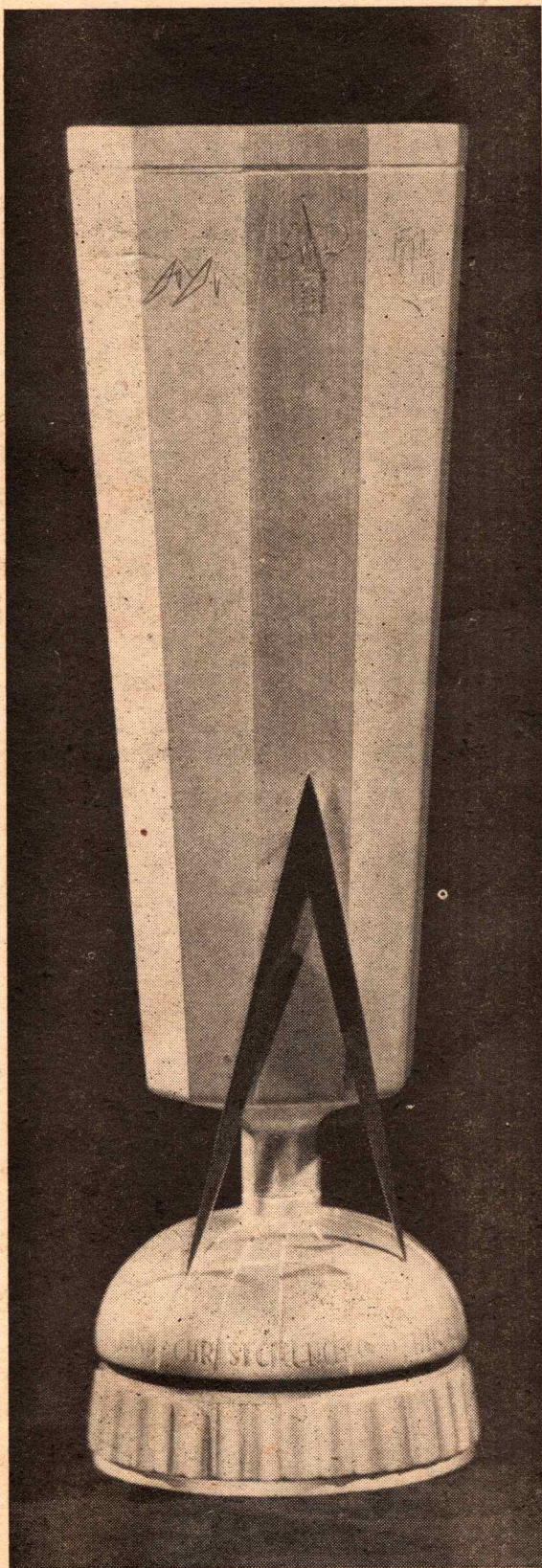


AIR RACE SOUVENIR NUMBER

CHRISTCHURCH



WITH THE COMPLIMENTS OF THE FRIENDLY STORE



Hay's Leaguer

*Official Organ of Hay's Ltd.
Senior League*

Christchurch - Ashburton - Greymouth - Akaroa

No. 32—SPECIAL AIR-RACE NUMBER

THE ARTICLES AND NOTES IN THIS SPECIAL ISSUE
WRITTEN BY ROSALINE REDWOOD.

THE HAREWOOD GOLD CUP

The HAREWOOD GOLD CUP which goes to the winner
of the Speed Section in the London-Christchurch Air
Race has these symbolic features :—

1. THE TEN SIDES represent ten decades.
2. THE SMALL MOTIFS at the lip depict symbols appropriate to the province.
3. THE ERECT AND MONUMENTAL FORM of the cup is suggestive of the mile-stones in our history and progress of aviation.
4. ITS DEPTH represents profundity of tradition and research backing the perfecting of aeronautics on one hand, and the achievement of the pioneers in building the province.
5. THE BASE is the hemisphere inscribed with the two countries which bound the race.
6. THE ARC symbolises the orbit path of the race.
7. THE RED JEWEL VENTURI (the international symbol of jet-propulsion) stands for speed; this is pierced by the orbit line.
8. THE SCALLOPED PEDESTAL represents the sea.
9. NEW ZEALAND GREENSTONE supplies contrast in colour and texture, representing the country which gave birth to the venture.
10. In the TRIANGULATION OF THE DIVIDERS spanning the orbit, the triple sciences of Navigation, Surveying and Engineering are epitomized.

Messrs. Munn & Co. are responsible for this model of the Harewood Gold Cup which they had made for display purposes. It has been in keen demand by news photographers who wanted an idea of what the gold trophy would look like.

Hay's Leaguer

BRINGING YOU UP-TO-DATE NOTES . . . NEWS . . . VIEWS ABOUT THE WORLD'S GREATEST AIR-RACE

START . . . London Airport — October 8th, 1953.
FINISH . . . Christchurch International Airport, Harewood.

Foreword . . .

by H. D. CHRISTIE

President of the Canterbury
International Air Race Council



People from Christchurch and other parts of New Zealand will soon be flocking to Harewood for the finish of the world's greatest air race, half way across the world from London to Christchurch. On October 10 they will see some of the world's finest and fastest aircraft make aviation history, linking Britain and New Zealand by air in a day or less.

This race will finish at Christchurch, but that does not mean it is an event staged solely for the people of this city — it belongs to the people of New Zealand, and is an event of international importance. There has been no race like it before; there can be no race like it again. When those who have worked for its success are dead and gone, it will still be a part of aviation history, and a milestone on the road of aeronautical progress.

To New Zealand the race has already brought price-less publicity. Both Christchurch and our country are better known to thousands, and will be more than dots on the map in future—because they are associated with something that will excite the imagination of the people of all nations—aircraft flying 12,000 miles across land and sea in 24 hours or less. Aviation in general should benefit immeasurably from the lessons learned in the race. They will provide valuable information about high-speed flying at high altitudes, which will contribute to the efficiency of the aircraft of the future.

October 10 will mark not only the finish of the greatest event in aviation history, but also the successful culmination of seven years of hard work by a handful of aviation enthusiasts. It has been a great pleasure to have been one of this team, which will be satisfied with what it has done by the sight of the race aircraft passing over Harewood. They will leave Christchurch—and New Zealand—a lasting legacy.

Personal Message

from . . .

J. L. HAY

Managing Director
HAYS LTD.



The International Air Race which culminates in October at Harewood Airport is undoubtedly an event of great historic significance to New Zealand, particularly to Canterbury.

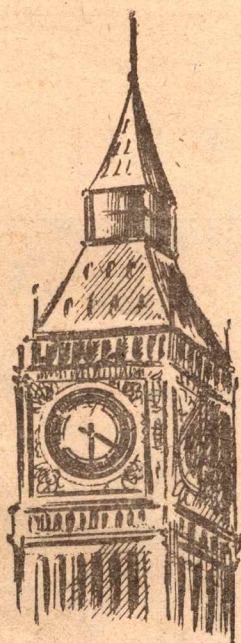
Conceived seven years ago by a group of aviation enthusiasts in Christchurch it has been brought to fruition after overcoming almost insuperable difficulties. Like most pioneers, members of the Air Race Council have met with frustration, apathy and lack of support. One by one they overcame difficulties, and they now have the satisfaction of knowing that the race will take place, and that the eyes of the world will be fixed on Christchurch in October.

The original conception of the Air Race was put forward some years ago when there was a proposal to hold an International Exhibition in Christchurch. An Air Race held in conjunction with the exhibition would ensure world wide attention. Nothing came of the exhibition, but the idea of the Air Race persisted, with the result we know.

Though there will be no exhibition as a climax to the Air Race, there will however be notable celebrations in Christchurch to mark the occasion, of which details will be found elsewhere in this book.

Probably the most ambitious project of all is the exhibition to be held in the Manufacturers' Association building, corner Tuam and Montreal Streets. The theme of this exhibition is *The Romance of Transport*, and it will be a compelling attraction. Five Christchurch firms—Lane, Walker Rudkin Limited, Lichfield Shirts Ltd., International Harvester Co. of New Zealand Ltd., Aulsebrook and Co. Ltd., and Hay's Ltd.—are sponsoring this exhibition.

It has been a great privilege for Hay's Limited to have planned and organised this exhibition, and it is hoped that a substantial sum will be raised for the Air Race Council, which is still in need of funds.



NOT SO LONG AGO IT WAS A MATTER OF MONTHS . . .
NOW—IT'S

How many Hours from London to Christchurch?

All nations of the globe will be listening-in when entrants for the world's greatest air race take off at intervals from London Airport early in the evening of October 8. And the interest and excitement will grow in intensity as the end of the 12,155-mile flight draws near. Somewhere after 4.30 a.m. on Saturday, October 10, the tension will mount to fever pitch as every eye strains for the sight of the first speed planes which will fly to a finish past the pylon at the Christchurch International Airport.



Who knows what speed records will be broken when some of the world's keenest and most experienced air-men from different nations vie with each other to race time, straining every machine and every nerve for the glory of victory? To some the honour and fame of air conquest may mean even more than the glittering golden Harewood Cup and the rich monetary prizes.

The Gold Cup which goes to the winner of the Speed Section along with a £10,000 first prize, has been made by a Christchurch jeweller and is valued at £1,000. It is made from New Zealand gold, greenstone and polished rata wood, with rubies imported from England, used in the design of the base. The second prize in the same section is £3,000; the third £1,000 and the fourth £500. In the Transport Handicap Section, the first prize is £10,000, the second £3,000, the third £1,000 and the fourth £500. The prize money has been deposited at the National Bank of New Zealand, London.

New Zealanders organised and planned this great Air Race, and from the twenty-one nations who were officially invited to compete, the first entry came from the Royal New Zealand Air Force. The conditions stipulated that any individual, organisation or nation might compete in the race. There are two sections, speed, and transport handicap—open to landplanes or flying-boats, and refuelling in the air is allowed in the speed section. Competitors must complete the course within 168 hours (seven days) of the authorised starting time of the last aircraft, and entry fees for each section are 100 guineas.

No handicap adjustments will be made at the start of the race, but these will be worked out when the aircraft reach Christchurch. The nominator of the aircraft completing the course in the shortest "course time" will be the winner of the speed section, providing all regulations are observed. "Course time," by the way, means the total time taken between the London Airport and the finishing line at Christchurch International Airport, including time spent on the ground.

Competitors in the race may land anywhere and fly on any route, but they must provide evidence that they have taken a south-easterly course between England and New Zealand. Race logbooks must be officially stamped by aerodrome authorities at any one refuelling stop between Longitudes 30 degrees East and 120 degrees

East along the route, which is somewhere between Cairo and Perth.

The most likely route chosen will be through the Middle East, passing Basra, to Singapore and across Australia to Christchurch, which covers a distance of 10,605 miles. This is 442 miles longer than the shortest of Great Circle routes, but it has the advantage of cutting out high mountain ranges and long ocean hops, and it runs close to the main airports on the regular England to New Zealand route. Another route which may be chosen through the Middle East, passes Bahrein. This also has a very long ocean crossing of nearly 8,000 miles, while the route itself totals 10,504 nautical miles.

The objects of the race have been outlined by the Canterbury International Air Race Council.

1. To further international good will and understanding by bringing countries into closer relationship through friendly competition.

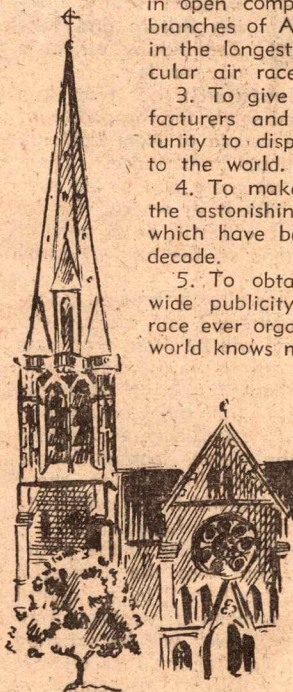
2. To give Britain the opportunity to show the world in open competition her versatility in all branches of Aircraft Industry by competing in the longest, most gruelling, and spectacular air race in the history of aviation.

3. To give international aircraft manufacturers and airline operators an opportunity to display their goods and services to the world.

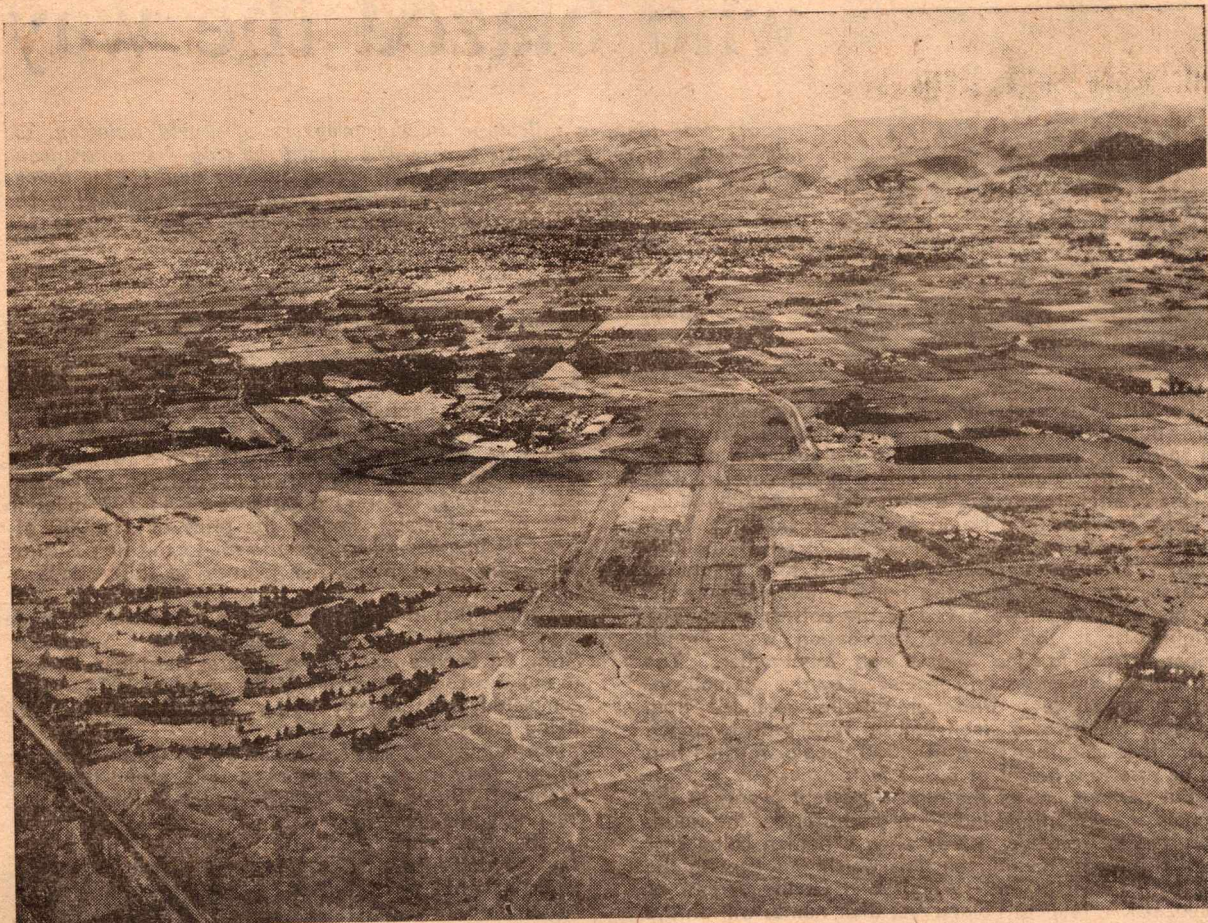
4. To make New Zealanders aware of the astonishing advances in civil aviation which have been achieved during the last decade.

5. To obtain for New Zealand worldwide publicity by sponsoring the greatest race ever organised and to ensure that the world knows more about this country which has the finest tourist possibilities of any in the world.

6. To show major airline operators of all nations and booking agents throughout the world, and to prove to the people of other countries, that distance is no handicap to their enjoyment of New Zealand's many tourist attractions.



Christchurch International AIRPORT



CHRISTCHURCH INTERNATIONAL AIRPORT at Harewood, chosen finishing point for the London-Christchurch Air Race, lies six miles north-west of the city, and is the finest natural airport in New Zealand.

Ideally situated with clear approaches, it is built on an old river-bed which provides an exceptionally solid foundation of hard packed shingle some 200 feet deep, and it has natural drainage. There are two sealed runways both 150 feet wide, one 5,700 feet in length, while the other is 6,600 feet long, with an overrun at each end of 1,200 feet, with a maximum bearing strength of 51,000 lbs. for both dry and wet conditions. There are adequate taxiways and tarmac areas, with a high speed turnoff on the main runway. A new and elaborate lighting system forming a brilliant multi-coloured pattern is being established and should be completed by the date of the Air Race. In 1950 the aerodrome was designated an international airport and it is now the South Island terminal of the trans-Tasman service.

RADAR and LANDING EQUIPMENT

on loan from R.A.A.F.

The Royal Australian Air Force is lending special radar control and landing equipment for the London-Christchurch Air Race. A special detachment has been formed at the R.A.A.F. School of Radio at Ballarat to install and operate the equipment at Christchurch International Airport. The R.A.A.F. are supplying a complete ground control approach system, and the Department of Civil Aviation is lending distance measuring equipment. These are not available in New Zealand and the aviation authorities here will gain valuable experience from the loan. The R.A.A.F. manning detachment will fly to Christchurch by civil airliner.



PIONEERS

who blazed the way

At this historic milestone in the progress of world aviation, we might pause to remember the heroes who blazed the way—the courageous men who risked their lives to conquer space, cutting new routes across the sky, linking the furthestmost countries of the world and laying the foundations of passenger and freight lines which today encircle the globe like a network.

*Sir Charles
Kingsford-Smith*

For centuries past, men dreamed of conquering the air. Before the Christian era, kites were used in China as something more than toys. In the sixteenth century an enthusiast named Danti built a glider covered with feathers, after the style of a bird, and he actually glided a short distance until he crashed into a building. Then in 1783 came the first successful air ascent by balloon when two Frenchmen daringly voyaged to a height of 300 feet by means of a fire balloon rendered bouyant by hot air rising from a fire at the bottom end. The originators of this historic contraption were French paper-makers Etienne and Joseph Montgolfier. The hot-air balloon was soon superseded by the gas balloon, and a month later Professor Charles ascended from Paris by means of a small balloon filled with hydrogen gas. It is said that some 600,000 people watched him as he rose to a height of 3,000 feet.

But perhaps one of the most important events in the annals of aviation and indeed in the history of the world, occurred in December 1903, when a human being first flew a heavier-than-air machine which was kept in the air by its own power. Wilbur and Orville Wright of Ohio, U.S.A. built this plane and their names will always be honoured in aviation history.



JEAN BATTEN

Proved that New Zealand could produce airwomen who ranked with world's best.

From that turning point, progress came with amazing rapidity. Commander A. C. Read of the U.S.A. Navy, with three companions, made the first Atlantic crossing in May 1919, calling at Horta and Ponta en route from Newfoundland to Lisbon. A month later the first non-stop flight across the Atlantic was made by Captain John Alcock and Lieutenant Whitten Brown, both

of whom were later knighted for their feat. The trip took sixteen hours.

The next daring venture which left the world a little breathless, was the pioneer flight from England to Australia by Captain Sir Ross Smith, accompanied by his brother, Sir Keith Smith, and Sergeants W. H. Shiers and J. M. Bennett. They left England in a twin-engined Vickers biplane reaching Darwin in Australia on December 10, 1919, covering a distance of 11,293 miles in 124 hours, thereby winning the prize of £10,000 offered by the Australian Government to the first Australians who could make the journey in thirty days or under.

Competition in blazing new trails across the sky made men take risks and break speed records. Six U.S.A. Army Air Service men, flying in three machines, decided to make a complete circuit of the world in 1924. They completed their object, flying 26,345 miles in 336 flying hours.

On August 12, 1947, Captain W. P. Odom, a former British ferry pilot, completed a solo round-the-world flight of 19,645 miles in 73 hours, 5 minutes, this beating earlier records.

The first non-stop round-the-world flight was made by a Boeing B-50 machine of the U.S.A. Air Force, in 1949. The machine which carried a crew of fourteen, was refueled from the air four times, and it travelled 23,108 miles in 94 hours 1 minute.

While long distance flights were no longer a novelty in other parts of the world, the Tasman still remained unbridged. In 1928 two New Zealand airmen, Captain G. Hood and Lieutenant J. R. Moncrieff made



Flight-Lieutenant C. T. P. Ulm

the first attempt in a monoplane they named "Aotearoa." They left Sydney, intending to land at Trentham racecourse, near Wellington, but the welcoming crowds waited in vain to honour their courage — the two New Zealand airmen were never heard of again.

Of pioneer airmen on this side of the world, probably no name carries more glory than that of Squadron-Leader Kingsford Smith who, with his famous co-pilot Flight Lieutenant C. T. P. Ulm, made an epic flight from the United States across the Pacific to Australia in the monoplane "Southern Cross" in 1928. They then decided to attempt the Tasman. The "Southern Cross" ran into bad storms, and lightning rendered the radio equipment useless, and anxious listeners who had stayed up all night to hear progress reports, began to fear that two more pioneers had followed Hood and Moncrieff. But in the morning, Wellington residents heard the roar of engines and saw the "Southern Cross" above them. News was flashed to Christchurch and the welcoming crowds went wild with excitement. This first Tasman crossing took 14 hours 25 minutes and the spot where the machine touched down at Wigram was later marked with a plaque to commemorate the feat. The Government made a grant of £2,000 to the fliers. Aviation was given a great boost and "Smithy" and Ulm were idolised. The Tasman was bridged at last!

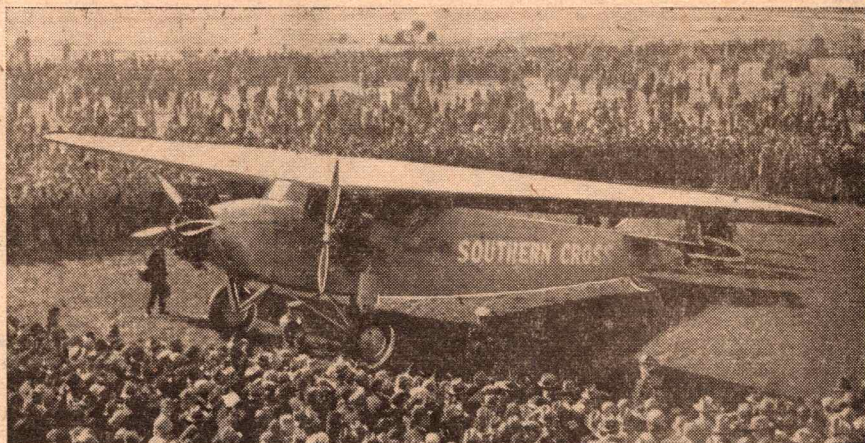
Jean Batten was the only woman to pilot an aircraft over the Tasman, and this successful flight along with other exploits, brought fame to New Zealand, proving that the Dominion could produce airwomen who ranked amongst the world's best fliers.



Captain G. Hood and Lieutenant J. R. Moncrieff, left Sydney in the "Aotearoa" in 1928 and were never heard of again.

There have been nine solo Tasman flights altogether, and a recent record breaker was Mr J. L. Whiteman, who in a Mustang fighter made the 1,280-mile trip in 3 hours 31 minutes in July, 1953, while practising for the coming London-Christchurch Air Race.

Latest record breaker for the Tasman was the Canberra, piloted by Wing Commander D. R. Cummings, D.F.C. and Bar. On August 16, 1953, while practising for the Air Race, the time was reduced to 2½ hours.



The "Southern Cross" lands at Wigram in 1928 after making the first Tasman crossing.

LOOKING BACK!

Did you know that the first balloon ascent in New Zealand was made in Christchurch in Lancaster Park in 1890 by "Professor" Jackson? On another occasion in 1899 a young man who called himself Captain Lorraine was giving balloon performances at Lancaster Park when the parachute fouled, coming adrift from the gas-filled balloon, and as the helpless young aeronaut could not bring the balloon to earth, he was swept over the Port Hills, finally coming down in the sea at Port Levy. He was drowned before help could reach him.

★ ★ ★

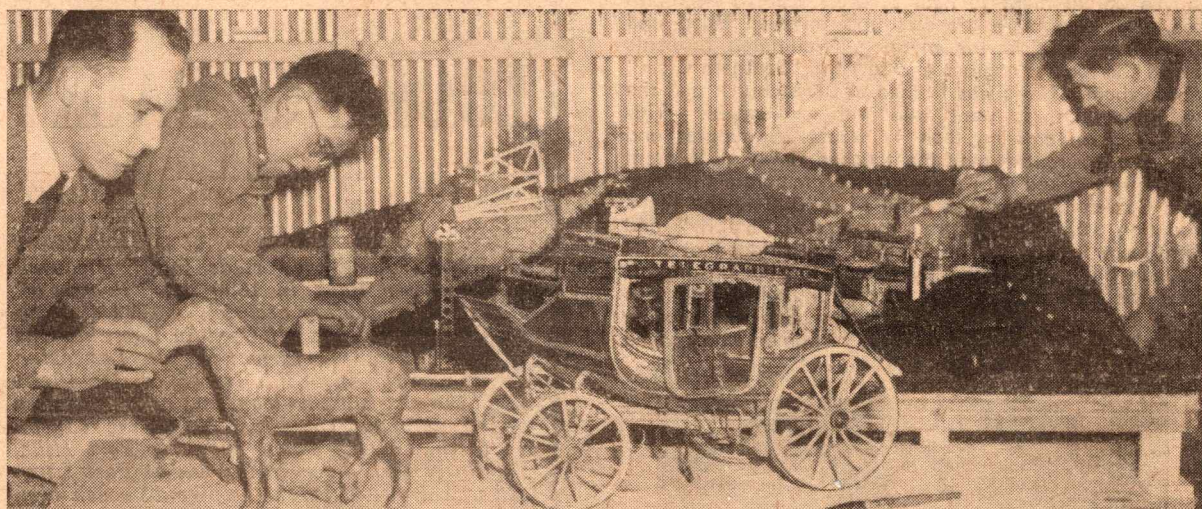
Early aeroplane enthusiasts had setbacks! Len Mangham who was well-known in the Manawatu for his attempts on motor-cycle records and his later connection with commercial aviation, built an aeroplane, doping the wings with a very juicy mixture. He stowed it for the night in a farmyard, but in the morning his precious plane was minus wings. Marauding pigs had entered in the night and found the wings so tasty, they ate them up!

★ ★ ★

Another luckless builder was Paul Kritschner who built a miniature plane about the size of what was later known as "Flying Fleas." The youth's enthusiasm was not shared by his father who set a match to the machine to prevent him from coming to harm!

The Romance Of Transport!

FIVE WELL-KNOWN CITY FIRMS
COMBINED TO PROVIDE FINE EXHIBITION
FOR ALL DURING AIR-RACE FORTNIGHT



Mr A. Shaw, Hay's Display Manager, with two of his assistants, Messrs Brian Nicolls and Roy Woolley, work on one of the hundreds of exhibits to be displayed at the grand "ROMANCE OF TRANSPORT" Exhibition, opening in the Manufacturers' Association Building, Tuam and Montreal Streets' corner, on October 2.

An outstanding exhibition featuring TRANSPORT THROUGH THE AGES will be one of the highlights of entertainment staged to celebrate the finish of the London-Christchurch Air Race.

The originator of this interesting feature was Mr J. L. Hay, Managing Director of Hay's Ltd., "The Friendly Store," who with the support of four other public-spirited firms (Lane Walker Rudkin Ltd., Lichfield Shirts Ltd., International Harvester Co. of N.Z. Ltd., and Aulsebrook and Co. Ltd.), aims to raise urgently-needed funds for the Air Race, as well as to provide overseas and local visitors with an educational form of entertainment appropriate for the great occasion.

The organiser in charge of this mammoth arrangement is Mr A. Shaw, Hay's Display Manager, who with the assistance of the firm's two artists, has been on the job for many weeks. "It's the biggest display I've ever tackled," Mr Shaw told me, when I called to have a

look at the preparations for the exhibition which is to be held in the Industries Fair extension building at the corner of Tuam and Montreal Streets. It was this preliminary view which gave me some idea of the hard work and careful planning which have gone into the entire set-up of an exhibition which is expected to hold public attention for two weeks.

Double-sided displays were being arranged along the 235-foot length of the building, and higher up on central wall partitions, tilted to catch the light, was an attractive array of large posters illustrating modern methods of travel in all parts of the globe. "They were supplied by Governments and travel agencies all over the world," Mr Shaw enlightened me. They were such eye-catching tantalisers that I wanted to leave at once for the warm blue seas of the Mediterranean; I wanted to linger in the spice-scented cities of the East; and I wanted to speed through the snow-capped Canadian Rockies.

EDUCATIONAL HIGHLIGHT OVER AIR-RACE PERIOD

But I still had to see the rest of the exhibition! So I came to earth beside an American model Lionel train display, in elaborate setting with lines cutting through rugged country, with bridges, tunnels, railway sheds, oil storage tanks and derricks, high floodlights and even railway houses and settlements. And every time a train went by, a crossing-keeper bobbed out of his office, and then bobbed in again.

The New Zealand Railways have a display of their own, with a representative range of trains from the first to the latest models.

All forms of transport are represented—road, rail, sea and air. There is an exceptionally fine collection of ships, ranging from a canoe to sailing ships and clippers, down to the latest passenger and cargo liners.

The coaching era was portrayed with a gaily painted Concord Stage Coach, complete with figures of passengers and drivers. The fine model was made by the late Mr R. M. Lovell-Smith of Riccarton who had made a life-time study of the subject of coaches. I watched an artist nearby filing pinex wallboard into the shape of galloping horses to give the realistic touch to the scene.

There were bicycles and cars, early and late models, and the first steam tram is to be exhibited. Outside, a full flying model of a Harvard complete with instruments, will be on

show, and children will be able to work the controls and take imaginary flights.

Aeronautical model displays are being provided by Royal New Zealand Air Force, National Airways and Teal, while the history of aviation in model planes is being produced by the Canterbury Aero Club. There will be four or five engines, including the Proteus Model jet engine, supplied by the courtesy of the R.N.Z.A.F. And there's a model aerodrome, built true to scale, complete with cars and planes, of ultra modern design, which was intended originally for the future construction of Christchurch International Aerodrome. Teal are showing a 20-foot length map with lights and transparencies depicting locality of airports and pictures of each stop.

And when you've seen all these knowledge-increasing exhibits, you may buy sweets, ice-cream, soft drinks, etc., at a candy stall, and go gay in the entertainment section on a merry-go-round or the dodgems! We guess even the children won't have time to be bored when they visit TRANSPORT THROUGH THE AGES.

"CHRISTCHURCH" . . . NOT "HAREWOOD"

Citizens please note! You simply must not refer to your local airport as merely "Harewood." The correct name is Christchurch International Airport!

*"The Romance
of Transport"*
EXHIBITION
corner TUAM and
MONTREAL STREETS
2 to 17 OCT.
ENTIRE PROCEEDS
IN AID OF THE
AIR RACE FUNDS



A group of the wonderful collection of hand-made "ships through the ages"—a magnificent exhibit at the great Air Race exhibition. These ships are the work of one man—Mr R. Ricketts, a retired sailor, now of Nelson.

THE BEGINNINGS OF HAY'S . . .

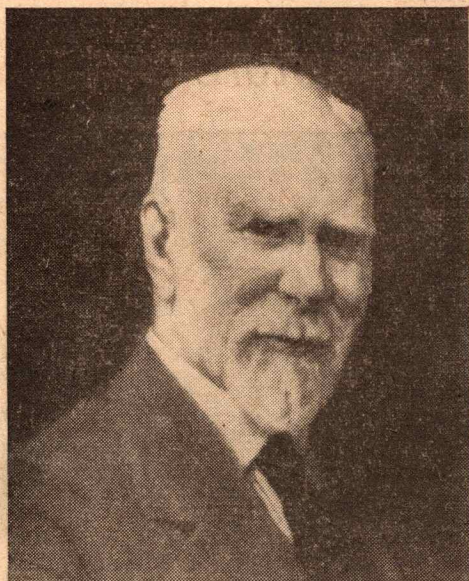


This aerial photograph, brought to us recently by one of our Christchurch friends, shows the very foundation after only 24 years, Hay's opens into Colombo and Armagh

FOUNDATIONS OF “*The Friendly Store*”



of Hay's being laid in Gloucester Street in 1929. The arrow points to the Gloucester Street entrance. Today, eets too, and has branches in Ashburton, Greymouth and Akaroa.



Sir Henry F. Wigram, M.L.C., from a portrait by the late Archibald F. Nicholl.

The first flight from the new aerodrome was made by M. C. M. Hill in a 60 h.p. Caudron, on May 7, 1917, and a month later six pupils commenced training. The course which included J. C. Mercer, later well known in New Zealand aviation, passed out in August the same year. Over 5,000 people attended the first "Open Day" in September 1917, and by this time there were three hangars, living quarters and a mess.

One hundred pupils were trained the first year, at a cost of £100 to each trainee, £75 of this amount being refunded on their reporting to the R.A.F., and by the end of the First World War 182 pilots were ready for the R.A.F. and R.A.C.

When wartime pilot training ceased, the Canterbury Aviation Company tried various schemes of subsidised training and airline foundation to carry on, but difficult times made it necessary for the Company to wind up affairs.

New Zealand Aviation will ever be closely associated with

R.N.Z.A.F. STATION, WIGRAM

The historic progress of the R.N.Z.A.F. Station at Wigram will always be linked with the name of the Hon. H. F. Wigram, M.L.C., who in the early years of the century strove to interest the New Zealand Government in military aviation, at first without success. He redoubled his efforts with the outbreak of the war in 1914, and two years later formed the Canterbury (N.Z.) Aviation Co. Ltd., with the idea of training pilots for the Royal Flying Corps, as the R.A.F. was then known. This scheme which had the Government's approval, resulted in 106 acres of land being purchased at Sockburn in 1916, this area being substantially increased at later periods.

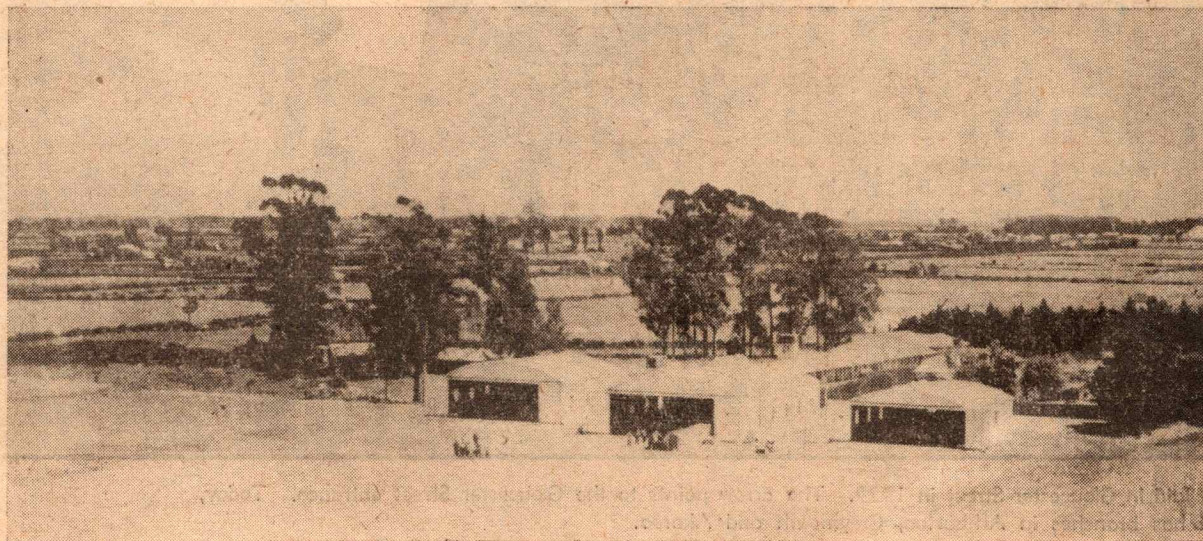
Aided by a grant of £10,000 from Hon. H. F. Wigram, the Government purchased the 204-acre Sockburn Airfield along with buildings, from the Company for £31,012 in June 1923, and a few days later it was renamed "Wigram." And the benefactor after whom the aerodrome had been named, later purchased an 81-acre racecourse at the north end of the airfield, presenting the land to the Government in 1932.

The gradual growth of the R.N.Z.A.F., accelerated in 1936 and in 1938 a large building programme was commenced, with the construction of concrete hangars, workshops, mess buildings etc.

On the outbreak of war in 1939, the large flow of pilots trained during the war commenced, and at one time the Station personnel consisted of over 2,000 men and women, with approximately 1,500 pilots being trained during this period.

Now, in more peaceful circumstances, the work goes on, and the R.N.Z.A.F. continues to build on the solid foundations which were laid by the foresight and vision of one man—the late Sir Henry Wigram.

[Information supplied by courtesy R.N.Z.A.F.]



Wigram in 1930 . . . then known as the Sockburn Aerodrome.

A TRIBUTE

HAY'S LTD.

*Wish to place on record their
tribute of appreciation of the*

**CANTERBURY INTERNATIONAL
AIR RACE COUNCIL (Incorporated)**

*and of the men who conceived,
laboured for, and have brought
about, after seven years' planning*

*The 1953 London-Christchurch
AIR-RACE*



JOHN S. W. STANNAGE
Vice-President

**Canterbury International Air Race
Council (Inc.)**

One of the most enthusiastic and experienced officials of the Canterbury International Air Race Council (Inc.), is Vice-President John S. W. Stannage, Station manager of 3ZB, Christchurch. Mr Stannage, who has received awards from England, Holland, U.S.A., Australia and New Zealand, has a proud record. Born in South Africa in 1905, he was educated in England and New Zealand, and went to sea as radio operator in 1924. When Kingsford Smith was lost with the aircraft "Southern Cross" in north-western Australia in 1930, Mr Stannage was in the search party which located the lost crew after 12 days' search. Then he became Kingsford Smith's business manager, personal secretary and radio operator, and was closely associated with the great air pioneer in many ventures, including the first air North Atlantic crossing in 1930. He was with Sir Charles Kingsford Smith and Captain P. G. Taylor when one of the motors failed crossing the Tasman in 1934—when Captain Taylor's heroism in changing the oil in mid-air saved their lives. Mr Stannage also played a part in the first complete circumnavigation of the globe by air. He was one of the crew of the first aircraft to make an east-to-west crossing of the North Atlantic, and was the first man to use radio telephone on a trans-ocean flight.

Speaking of the Air-Race . . .

The British Minister of Supply, Mr Duncan Sandys, who is son-in-law of Sir Winston Churchill, has accepted an invitation from Mr Holland to visit New Zealand and be present at the finish of the London-Christchurch Air Race. Another British Minister who will be present is Lord de L'Isle and Dudley, who is Secretary of State for Air.

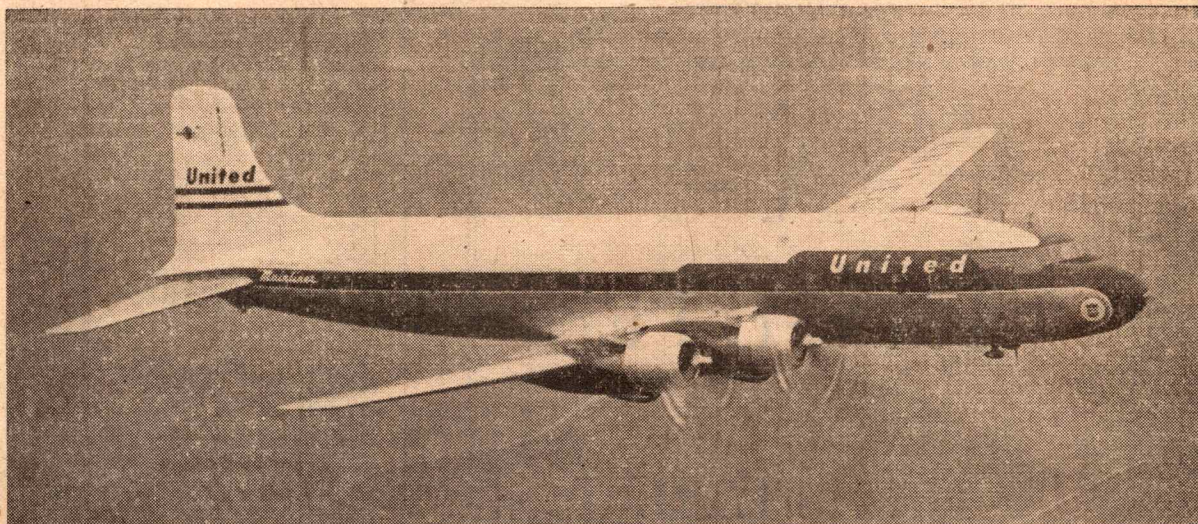
☆ ☆

Mr F. Rowarth, who is one of the most experienced race handicappers in the aviation world, and who has been official handicapper to the Royal Aero Club since 1928, has been invited by the Air Race Council to come to Christchurch to act as judge at the finish of the race.

☆ ☆

When the K.L.M. aircraft leaves Christchurch after the Race in October, it will carry up to eight tons of parcels from Dutch settlers in New Zealand to relatives in the Netherlands. A special Dutch-printed label in red, white and blue will be attached to each parcel and will serve as a souvenir of the race.

**The Duke of Gloucester will officially
start the first entrant in the Speed
Section of the Air Race at 4.30 p.m.
G.M.T. on 8th October from London
Airport.**



ABOUT THE AIR-RACE ENTRANTS

WITH THE DATE OF THE GREAT RACE CLOSE AT HAND
NEWS COMES IN ABOUT SOME OF THE ENTRANTS THEMSELVES

MRS GERTRUDE McKENZIE (AUSTRALIA).

Exceptional interest has been centred on an Australian entry in the transport handicap section, by Mrs Gertrude McKenzie. It was at first rumoured that it was to be an all-women's crew, but with difficulty in arranging a suitable aircraft, Mrs McKenzie has taken advantage of the feminine privilege of changing her mind. The latest report is that she has been offered a Douglas Dakota by a United States pilot, Mrs Diana Brixby, who will be in charge of the aircraft during the Air Race. Mrs Brixby has logged more than 10,000 flying hours, and she and her husband operate a small airline in California. At the present time, it is still stated that most of the crew will be women.

Mrs McKenzie, who has flown 1,200 hours, will act as co-pilot and radio operator. She is a 42-year-old widow, and is the mother of two sons, one 17 and the other four years of age.

CAPT. H. A. KOOPER (HOLLAND).

Captain H. A. A. Kooper, 46-year-old Dutch pilot, who has flown almost 3,000,000 miles and logged 18,000 flying hours, will command the aircraft entered by the K.L.M. Royal Dutch Airlines in the transport handicap section. He has been flying from Holland to the Far East and across the North Atlantic for 22 years.

BRITISH EUROPEAN AIRWAYS

Captain W. Baillie will command the Vickers Viscount propeller turbine airliner Endeavour, which is entered for the Air Race by the British European Airways. Incidentally, the Endeavour, which is named after Captain Cook's famous ship, has been lent to B.E.A. for the race by the Ministry of Supply. Captain Baillie is 37 years of age, and has been an airline pilot for 16 years. In the last few months he has flown the Duke of Edinburgh, the Duchess of Kent and Princess Margaret on special flights, and last September he flew Sir Winston Churchill and Lady Churchill to Nice and back. The other crew members of the Endeavour will be Captain S. A. Johnston, Captain S. E. Jones, Mr Peter Masfield,

B.E.A.'s chief executive, and Mr D. D. Profumo, who is Parliamentary Secretary to the Ministry of Civil Aviation.

ROYAL AIR FORCE VICKERS VALIANT

The crew of the Royal Air Force's Vickers Valiant Mark 1 four-jet bomber, has recently been announced. Squadron Leader Oakley,

D.S.O., D.F.C., D.F.M., is to be pilot, with co-pilot Mr E. B. Trubshaw, M.V.O., who is assistant chief test pilot to Vickers Armstrongs. Mr Trubshaw served in the R.A.F. before joining the firm, and was on the staff of the Empire Flying School at Hullavington and of the Royal Air Force Flying School at Manby. The three other members of the crew are Flight Lieutenant W. R. Peasley, D.F.C., and Messrs. D. L. Jones (navigator), F. Curtis (flight engineer) and G. R. Holland (flight observer). This atomic bomber is still on the secret list, and the crew have been having training at a special aerodrome for several months to fly the Valiant.

UNITED STATES ENTRANT

Major Harold Hill, United States Air Force fighter instructor, and Colonel Joseph Dyer, former test pilot, have entered a North American four-jet Tornado bomber in the speed section of the Air Race. Tornado bombers fitted with 4,000 lb. static thrust engines, are reported to be capable of more than 550 miles an hour. The aircraft entered in the race has General Electric J47 engines rated at 5,200 lb. static thrust each. This should give the aircraft a speed of at least 600 miles an hour. It will be matched against the British Valiant and the Canberras.

ROYAL AUSTRALIAN AIR FORCE

The three English Electric Canberra photographic reconnaissance monoplanes will be piloted by Wing

THE PHOTOGRAPH ABOVE

Douglas D.C.-6B —
very similar to the
"Liftmaster" which
Royal Dutch Airlines
may use.

Commander L. M. Hodges, D.S.O., D.F.C., Squadron Leader L. G. Press, A.F.C., and Flight Lieutenant R. L. E. Burton.

DE HAVILLAND MOSQUITO

Wing Commander D. R. Cumming, D.F.C. and Bar, who is regarded as the outstanding test pilot of the Royal Australian Air Force and who flew the first Canberras out from Britain two years ago, is in charge of the Canberras entered by the R.A.A.F. The chief pilots and crews of the Canberras belong to No. 1 Long Range Flight, which was formed at Laverton, near Melbourne, to select crews and train them for the race, and to study data for long-range jet flights.

NEW ZEALAND

New Zealand's sole entry in the Air Race is a four-engined, long-range Handley Page Hastings aircraft of the Royal New Zealand Air Force, under the command of Wing Commander R. F. Watson, A.D.C., who was born at Kumara on the West Coast in 1920, and who has served in the R.N.Z.A.F. since 1940. Some fifteen widely experienced aircrew members have been selected for the flight, and to guard against fatigue, only five of these will be on duty at any one time. A servicing party of eight will attend to the maintenance at stopping points, and it is hoped that the Hastings will reach Christchurch in a little over two days, allowing 45-min. stops for refuelling.

The Governor-General (Sir Willoughby Norrie) and Lady Norrie will be in Christchurch for the finish of the London-Christchurch Air Race, and again later on October 15th when Sir Willoughby will present the Air Race prizes.

FLIGHT LIEUTENANT D. SWAIN and SQUADRON LEADER AUBREY OATES

Two Australian pilots, Squadron Leader A. J. R. Oates and Flight Lieutenant D. Swain, have entered the speed section of the race, and they plan to cover the London-Christchurch air route in three stages, landing at Basra and Jakarta. Their six-year-old Mosquito is expected to cruise comfortably at 400 miles an hour at 40,000 feet, and to have a range of more than 5,000 miles. Squadron Leader "Titus" Oates, who is thirty years old, is a test pilot turned hotel-keeper, being landlord of the Good Intent Hotel near Sydney. He won the Distinguished Flying Cross during his war service with an Australian Beaufighter Squadron, and from 1944 till 1947 he was a de Havilland test pilot. In 1948 he won a first prize in a lottery and started his hotel. He is married with two daughters. His co-pilot and navigator, Flight Lieutenant Swain, is aged thirty-five and has had 6,000 flying hours in 15 types of aircraft. As a bomber pilot in the war he won the D.F.C. in operations over Germany. He is employed by a Sydney morning newspaper.

Flight-Lieut. J. C. WHITEMAN Christchurch-born

Another entrant in the speed section is Christchurch-born Flight-Lieutenant J. L. Whiteman, who learned

to fly at the age of 18, and in the last 20 years has flown in Africa, Australia, Argentina and Europe. In a recent solo Tasman flight he broke the speed record. He served in the R.A.A.F. in the Pacific, then began the charter service between Australia and Rome with Lockheed aircraft. He plans to use dry ice to boost the range of his Mustang fighter. It will freeze the plane's petrol and reduce its volume, enabling the supply to be increased by perhaps one-third. Dry ice will be packed round special rubber tanks which will fill the entire wing.

CAPTAIN J. WOODS (AUSTRALIA).

Another entrant is Captain James Woods, of Woods Airways Proprietary Ltd., who operates a service between Perth and Rottnest Island which is 26 miles off the coast—one of the shortest scheduled routes in the world. He was chief pilot for Western Australian Airways. In 1933 he tried to break the Australia-England light aircraft record, and was christened the "rise and fall" pilot because of many forced landings. In the London-Melbourne race in 1934 he flew a Lockheed Vega with Flying Officer L. Bennett, but the aircraft capsized in the sand at Aleppo. Captain Woods has entered a Mosquito for the Air Race.

RAUSCH AVIATION (U.S.A.)

Mr Larry Rausch, an American who is known as the "Junk King" has entered what promises to be the strangest aircraft in the London-Christchurch Air Race. Rausch bought a second-hand Hudson and a crashed Lodestar, and welding the forward half of the Hudson to the after section of the Lodestar has produced his "Hudstar." It is reported that the "Junk King" is too busy selling second-hand aircraft to have time to fly in the race, so he has asked Captain Vincent Reaveley, a Washington airline captain, to pilot the "Hudstar" for him. Captain Reaveley ferried cargo and ammunition over "The Hump" between India and China during the last World War.

NETHERLANDS POST OFFICE WILL ISSUE SPECIAL COMMEMORATIVE AIR RACE STAMPS

The Netherlands Post Office has announced the issue of a special commemorative postage stamp for the Air Race, the stamp being used only for mail being carried in the race. Special souvenir envelopes are also being produced by the air line, and on arrival at Christchurch all covers will be back stamped with the date and time of arrival of aircraft.

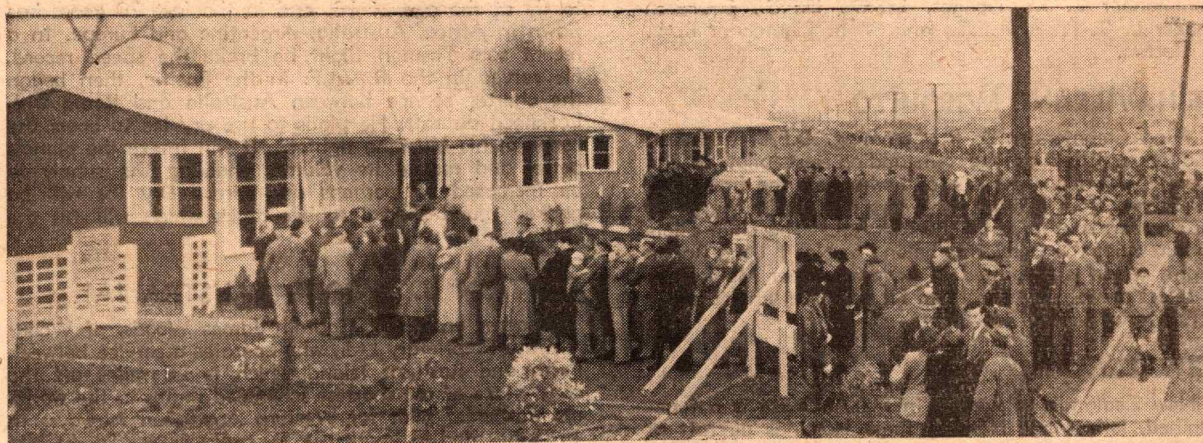
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COMMEMORATIVE PAINTING

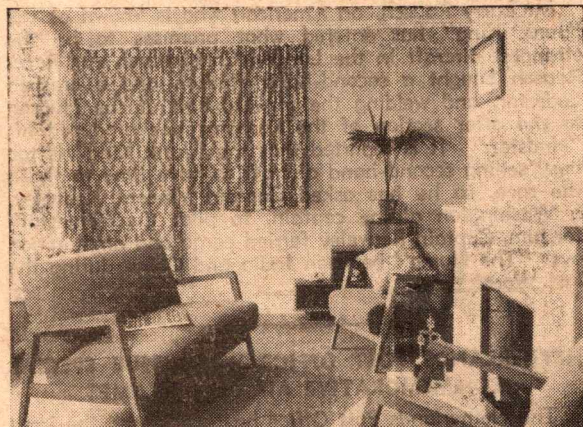
Considerable interest is centred on the Air Race commemorative painting by Mr Colin McCahon, Timaru-born artist whose works have been widely exhibited in the Dominion and overseas. Tasman Empire Airways Ltd. commissioned this picture which features an imaginary jet airliner and a small military aircraft, and gives a remarkable effect of space and speed. It has taken two months to complete, and is titled "International Air Race 1953;" and will be exhibited at Auckland, Wellington and Christchurch before the race, and afterwards may be sold.



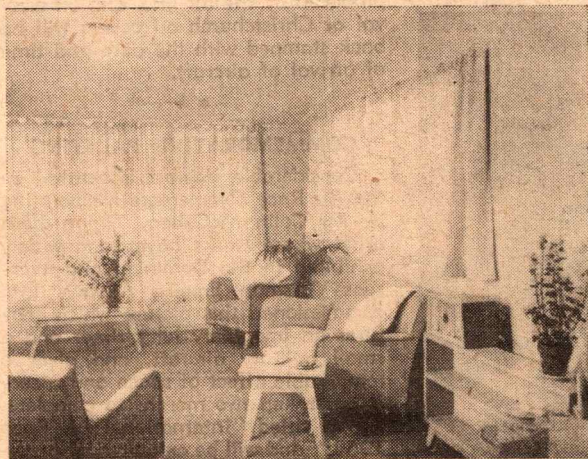
Mrs. Gertrude McKenzie



1000's visited the government **EXPERIMENTAL HOMES** simply, smartly furnished . . . by **HAY'S**



THE LOUNGE IN THE 'WILSON' HOME . . COLOURFUL,
COMFORTABLE . . FURNISHED BY HAY'S.



THE 'HAMMOND' HOME LOUNGE . . . AGAIN EN-
TIRELY FURNISHED BY HAY'S FURNITURE DEPART-
MENT.

Can a home for six people be furnished for £250? Hay's said "Yes," and proved that this was so when they co-operated with the New Zealand Government Housing Department in furnishing the two experimental houses at Papanui, Christchurch, which were open for public inspection in August. The photograph above indicates the amazing public interest in these low-priced houses, which were visited during the fortnight's display by some 25,000 people.

Left: The "Wilson" lounge suite—three pieces,
only £32/10/-. EASY TERMS, £3 deposit and
10/- weekly.

Apart from the outstanding interest in the homes themselves most visitors took a very considerable interest in the general furnishings and furniture schemes, which were supplied entirely by Hay's Ltd. The "Wilson" home was completely furnished—including the dining, lounge and bedroom suites, floor coverings and window drapes, for £250, and the "Hammond" home, the lounge suite of which is pictured to the left, for £280.

DURING THIS FORTNIGHT'S SHOWING MISS C. M. BRIGHTMORE, HAY'S COLOUR AND FURNISHING CONSULTANT, WAS PRESENT TO ADVISE PERSONALLY THE INTERESTED VISITORS. MISS BRIGHTMORE'S ADVICE IS GIVEN FREELY AND SHE MAY BE CONTACTED AT ANY TIME AT HAY'S LTD., OR BY APPOINTMENT—'PHONE 32-024.

Left: The "Hammond" Lounge Suite—Settee
and two chairs—ONLY £39/19/6. EASY TERMS:
£4 Deposit, 12/- Weekly.

"BUY NEW ZEALAND-MADE"

BIG LOCAL INDUSTRIES DISPLAY DURING AIR RACE WEEK

ALL roads will lead to Canterbury's capital on October 9th when thousands of visitors will flock to join the celebrations and excitement of AIR RACE WEEK. Elaborate plans are taking shape to deck the streets of New Zealand's "Garden City" with a colourful cloak of festivity that is in keeping with this historic and momentous occasion. The place will go gay with a spirit of carnival, and one of the really big events will be a special INDUSTRIES SHOPPING WEEK, to be opened by the Mayor, in Cathedral Square on Friday, October 9th, in the presence of many distinguished visitors.

The slogan for the week will be "BUY NEW ZEALAND PRODUCTS AND KEEP NEW ZEALAND BUSY."

WORKING EXHIBITS

on display
AT HAY'S

Will be a special feature during Air Race Week. Both Colombo and Gloucester Streets windows will display most interesting demonstrations showing stages in the production of "Canterbury" wear, "Pedeform" children's shoes Lichfield shirts and "Tudor" Hosiery. The interior of the store of course will also feature New Zealand-made products, and Christchurch folk and visitors too are invited to inspect these and other New Zealand-made displays throughout the city during this time.

The Canterbury Manufacturers' Association and the Retailers' Association are behind this united effort to boost New Zealand goods, and the campaign which will be supported by radio and press publicity, will take the form of special window displays and posters, some thirty or forty actual working models, constructed by various Canterbury manufacturers being on show in leading stores. There will be an emphasis on Canterbury industries, including rubber, metal spinning, hardware, brushware making, knitting, clothing, shirt manufacturing and footwear. An eight-page newspaper titled "Buy New Zealand Goods" which will be delivered to every home in the city, will contain factual and pictorial information about provincial industries and no doubt will act as an "eye-opener" to many citizens.

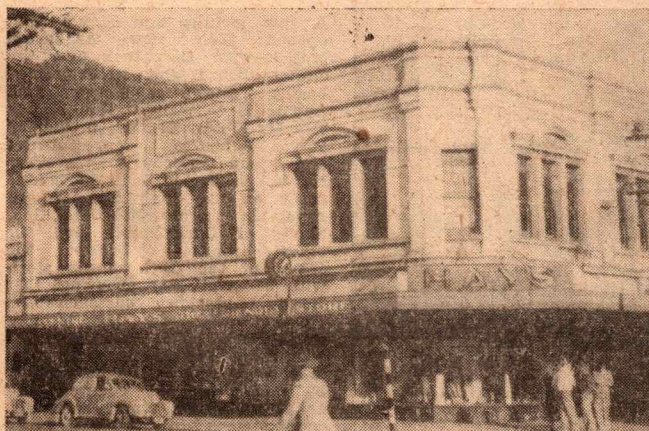


The striking and original poster design which has been adopted for use during the "Buy N.Z. Made Products Week" which will be held in conjunction with the Air Race.

Remodelled—Greatly Enlarged!

HAY'S "Fashion Centre" GREYMOUTH

HAS JUST BEEN OPENED



Well known now in Greymouth for a number of years, Hay's "Fashion Centre" on the corner of Mackay and Tainui Streets, Greymouth, has recently been completely remodelled, doubled in size and re-opened as one of the smartest and most modern stores of its kind in New Zealand . . . the result of many months of planning and work both by Hay's own staff and by Greymouth builders. The shop, which previously consisted of the ground floor only, has now taken in the first floor, to which the Mantle and Millinery Showrooms have been transferred. The extra space made available has made it possible now to introduce on the ground floor a special Corset Department, Underclothing, Children's Wear, Smocks and Aprons, and a Hosiery, Gloves and Handbags Section.

☆ *Event of Importance*

DURING AIR-RACE TIME

International FILM FESTIVAL

● FROM 5th TO 16th OCTOBER

Many of our readers will recall with pleasure the International Documentary Film Festival promoted by the Christchurch Film Society during the Centennial Celebrations. So popular was this event, that the first three nights were booked out some days before the Festival opened. Twenty-one thousand people saw the films in two weeks.

When the International Air Race was first mooted, the Christchurch Film Society offered to run an International Film Festival to coincide with the conclusion of the race, and to give the proceeds to the Air Race funds. This offer was readily accepted by the Air Race Council and arrangements are now well in hand for an International Film Festival **WHICH WILL OPEN ON THE 5th OCTOBER, AND CONCLUDE ON THE 16th OCTOBER.**

"We were very happy to arrange this Festival, both for the purpose of providing an attraction during and after the race and also for assisting the Air Race funds," said Mr H. P. Smith, President of the Christchurch Film Society. "My society has no desire to make money for itself, its principal object being to encourage interest in good documentary films. The Festival in 1950 afforded the strongest possible evidence that the public will

throng to see good documentary films, if they are made available. With approximately six weeks to go before the Festival opens, we have already been promised some seventy documentary films from United Kingdom, United States of America, Canada, Australia, Holland, France, Italy, India, Czechoslovakia, Israel, U.S.S.R., Argentine, Belgium and Denmark, as well as a number which are being supplied by Oil Companies and various Air Lines. The films cover a very wide range of subjects, including Travel, Music, Science, Industry, Architecture, Art, Aeronautics, Cartoons, etc. I would like to emphasize that the Film Festival is not a screening of pictures relating to Aviation and Aeronautics. We intend to screen the latest films we can get on both these subjects, but they will only form part of the programme."

Mr Smith concluded: "I am grateful to your editor for affording us this opportunity of saying something about the 1953 Film Festival. We shall do our part towards making this an attractive part of the festivities which will be held in Christchurch at that time."

HORSE-TRAM RIDES ON LABOUR DAY

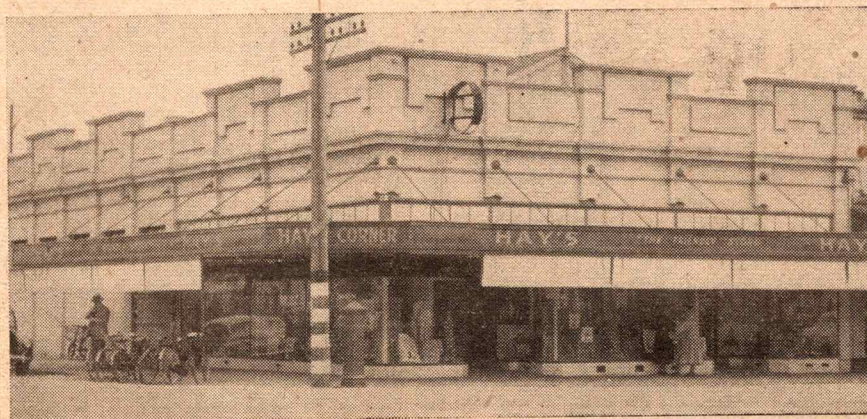
New to the present generation and yet almost as old as Christchurch itself, is the old "Horse-Tram."

One of these old Horse-Trams will be operating at Sumner on Saturday, October 17th and on Labour Day, Monday, October 26th.

Complete with horses, in all its ancient glory, this tram will provide rides for young and old in conjunction with the Sumner Silver Band Monster Fair, Sumner Town Hall, Saturday, October 17th.

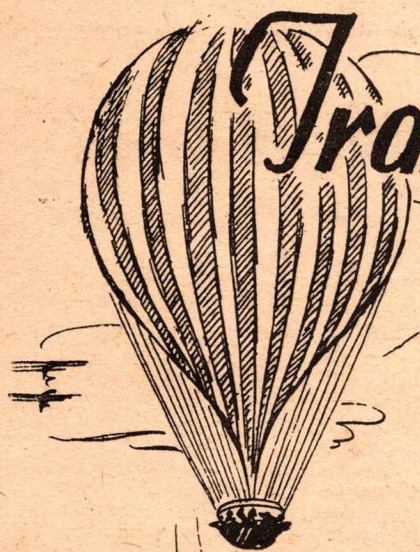
Ashburton Branch Extends HAY'S Service!

IN ADDITION TO CHRISTCHURCH STORE, HAY'S NOW HAVE BRANCHES IN ASHBURTON, GREYMOUTH & AKAROA



Hay's new Ashburton Store . . . corner East and Moore Streets.

A few months ago Hay's Ltd. opened their new Ashburton branch when they took over the old-established and well-esteemed business known as Moore's Ltd. Appointed to manage this branch was Mr W. B. Elwood, previously Hay's Ashburton representative and Mid-Canterbury traveller. Hay's, Ashburton, will of course carry on the high standard of reputable merchandise as does Hay's of Christchurch and the other branches. Indeed, the cream of the Christchurch stock will be available, ensuring that South Canterbury customers be supplied with all that is new from both local and overseas sources. Ashburton customers may join Hay's League, simply by asking at any counter, and as at all Hay's stores cash discount stamps are given with every purchase.



Transport through the Ages...

Mammoth **AIR RACE** FORTNIGHT FEATURE

to be held in
THE INDUSTRIES FAIR EXTENSION BUILDING
Corner Tuam and Montreal Streets
FRIDAY, 2nd to SATURDAY, 17th OCT.

UNIQUE EXHIBITION

See and Wonder—

*Amazing Models depicting the Romantic
Story of*

AIR, RAILROAD, ROAD & SEA

☆ **AN EDUCATION FOR
CHILDREN**

☆ **AN EYE-OPENER
FOR ADULTS**

OPEN DAILY
2 p.m. to 5 p.m.
6.30 p.m. to 10 p.m.

Admission
CHILDREN **6d.**
ADULTS **2/-**

Proceeds
in aid of the
Air Race Fund

MONTHS
OF PLANNING
AND WORK
HAVE GONE
TO MAKE THIS
A WORTHY AIR RACE
ENTERTAINMENT



● **ALL THIS—PLUS ALL THE FUN
OF THE FAIR.**

● **SWEETS—REFRESHMENTS—AMUSEMENT PARK—SIDESHOWS**



LONDON



WITH THE COMPLIMENTS OF THE FRIENDLY STORE